

**US Army Corps  
of Engineers®**



# **PUBLIC NOTICE**

## **APPLICATION FOR A PERMIT, NOTICE OF AVAILABILITY FOR A DRAFT EIS/EIR, AND A PUBLIC HEARING**

*LOS ANGELES DISTRICT*

*(September 22, 2008)*

### **PUBLIC MEETING**

The U.S. Army Corps of Engineers (USACE or Corps) Los Angeles District and the Los Angeles Harbor Department (LAHD or Port) will jointly conduct a public meeting for the proposed Port of Los Angeles San Pedro Waterfront Project Draft EIS/EIR on **October 27 at 6:00 p.m.**, to receive public comment and assess public concerns regarding the Draft EIS/EIR (Corps File Number 2005-01271-SDM). Participation in the public meeting by federal, state, and local agencies and other interested organizations and persons is encouraged. This meeting is to be conducted in English and Spanish. Members of the public who wish to communicate and listen entirely in Spanish are encouraged to attend this meeting. The meeting will be held at:

**Crowne Plaza Hotel  
601 S. Palos Verdes Street, San Pedro CA**

Please see the attached map for the location of public meeting (Figure 1). This meeting is intended to provide the Corps and the Port with public feedback on the project and potential environmental impacts.

During the public meeting, anyone wishing to make a statement will be allocated a certain amount of time to provide information on the proposed project. The amount of time each person is allowed will be directly dependent on the number of people who sign up to speak at the public hearing. We would like to encourage interest groups to designate an official spokesperson to present the group's views. We plan to allocate a larger amount of time to official representatives of such groups. **Groups wishing to designate an official representative must notify the Corps in writing prior to, but not later than October 20, 2008.** The determination of this extended speaking time will be based on the number of responses received by the Corps. This rule will be strictly enforced at the discretion of the Corps' hearing officer.

Written comments to the Corps and Port will be received until **December 8, 2008**. Written comments are to be sent to the addresses below:

U.S. Army Corps of Engineers, Los Angeles District  
Regulatory Division, Ventura Field Office  
ATTN: Dr. Spencer D. MacNeil  
2151 Alessandro Drive, Suite 110  
Ventura, CA 93001

and

Los Angeles Harbor Department  
c/o Dr. Ralph G. Appy  
425 S. Palos Verdes Street  
San Pedro, CA 90731

Parties interested in being added to the Corps' electronic mail notification list for the Port of Los Angeles can register at: **[www.cespl.us/regulatory/maillinglist.htm](http://www.cespl.us/regulatory/maillinglist.htm)**. This list will be used in the future to notify the public about scheduled hearings and availability of future public notices.

**Contacts:**

**U.S. Army Corps of Engineers Project Manager** – Dr. Spencer D. MacNeil - (805) 585-2152

**Port of Los Angeles Contact** - Dr. Ralph G. Appy - (310) 732-3497

# NOTICE OF AVAILABILITY/NOTICE OF COMPLETION

## **Federal Action:**

Interested parties are hereby notified that a preliminary application has been received for a Department of the Army permit for the activity described herein. The Corps is considering an application submitted by the Port for a permit, in accordance with Section 404 of the Clean Water Act (CWA) and Section 10 of the River and Harbor Act (RHA), to conduct dredge-and-fill activities and to upgrade and construct wharves and a promenade. In addition, the Port is proposing to transport and discharge at ocean disposal sites excess clean material generated by the project, which would require authorization pursuant to Section 103 of the Marine Protection, Research, and Sanctuaries Act (MPRSA). Project elements affecting waters of the U.S. are shown in Table 1

The primary federal action is the proposed issuance of a permit authorizing work and structures in navigable waters of the United States (U.S.), the discharge of dredged and fill in waters of the U.S. and related direct impacts to the aquatic environment, and the transport and disposal of dredged material at ocean sites, as well as potential indirect and cumulative impacts on the human environment. For the Corps, approval of a permit under Section 404 of the CWA, Section 10 of the RHA, and Section 103 of the MPRSA, for activities associated with the proposed Project or Project alternative is an action that might result in significant effects on the environment. This EIS/EIR would be used by the Corps as part of their permit approval process. The Corps and the Port independently determined under the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA), respectively, that there are potential significant environmental impacts associated with the proposed action, and an Environmental Impact Statement (EIS) and Environmental Impact Report (EIR) are therefore required.

The Corps may ultimately make a determination to permit or deny the above project, or permit modified versions of the above project. The Corps has prepared and is publishing a Notice of Availability (NOA) for the proposed project in the *Federal Register*.

## **Evaluation Factors**

The decision whether to issue a permit will be based on an evaluation of the probable impact including cumulative impacts of the proposed activity on the public interest. That decision will reflect the national concern for both protection and utilization of important resources. The benefit that reasonably may be expected to accrue from the proposal must be balanced against its reasonably foreseeable detriments. All factors that may be relevant to the proposal will be considered including the cumulative effects thereof. Factors that will be considered include conservation, economics, aesthetics, general environmental concerns, wetlands, cultural values, fish and wildlife values, flood hazards, flood plain values, land use, navigation, shoreline erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food production and, in general, the needs and welfare of the people. In addition, if the proposal would discharge dredged or fill material, the evaluation of the activity will include application of the USEPA Guidelines (40 CFR 230) as required by Section 404 (b)(1) of the Clean Water Act.

The Corps of Engineers is soliciting comments from the public; Federal, state, and local agencies and officials; Indian tribes; and other interested parties in order to consider and evaluate the impacts of this proposed activity. Any comments received will be considered by the Corps of Engineers to determine whether to issue, modify, condition, or deny a permit for this proposal. To make this decision, comments are used to assess impacts on endangered species, historic properties, water quality, general environmental effects, and the other public interest factors listed above. Comments are used in the

preparation of an Environmental Assessment and/or an Environmental Impact Statement pursuant to the National Environmental Policy Act. Comments are also used to determine the overall public interest of the proposed activity.

### **Preliminary Review of Selected Factors**

**EIS Determination:** A determination has been made that an EIS is required for the proposed work in waters of the United States. The Draft EIS/EIR for the proposed San Pedro Waterfront Project is being circulated for public comment on **September 22, 2008**, and comments on the above document will be accepted until **December 8, 2008**.

**Water Quality:** The applicant is required to obtain water quality certification, under Section 401 of the Clean Water Act, from the California Regional Water Quality Control Board. Section 401 requires that any applicant for an individual Section 404 permit provide proof of water quality certification to the Corps of Engineers prior to permit issuance. For any proposed activity on Tribal land that is subject to Section 404 jurisdiction, the applicant will be required to obtain water quality certification from the U.S. Environmental Protection Agency.

**Coastal Zone Management:** The applicant has certified that the proposed activity complies with and will be conducted in a manner that is consistent with the approved State Coastal Zone Management Program. The District Engineer hereby requests the California Coastal Commission's concurrence or nonconcurrence that proposed project is consistent with the California Coastal Commission-approved Port Master Plan.

**Cultural Resources:** The latest version of the National Register of Historic Places (NRHP) has been consulted and several listed resources are located within the proposed project's area of potential effect (APE). These include the U.S.S. Lane Victory, Ralph J. Scott historic fireboat, and Municipal Warehouse No. 1. The proposed project includes the relocation of the U.S.S. Lane Victory from its current location to the proposed North Harbor, construction of a museum for the preservation of the Ralph J. Scott historic fireboat near the proposed Downtown Harbor water cut, and a potential relocation of the Red Car Museum and maintenance facility into Warehouse No. 1. While no changes are proposed for the NRHP-listed San Pedro Municipal Ferry Building/LA Maritime Museum, potential changes to the berths near this resource would occur. No effects are anticipated on other National Register-listed properties in the vicinity of the area. To the extent required by law, the Corps will consult with the State Office of Historic Preservation in accordance with Section 106 of the National Historic Preservation Act during the preparation of the EIS/EIR.

**Endangered Species:** The California least tern (*Sterna antillarum browni*) and the California brown pelican (*Pelecanus occidentalis californicus*) are known to forage in the vicinity of the proposed project. During the proposed construction activities, the above species may be affected by increased noise and activity associated with the proposed project in the western portion of the Port of Los Angeles. Based on detailed biological information in the Draft EIS/EIR for the San Pedro Waterfront Project, preliminary determinations indicate that the proposed activity would not adversely affect federally listed endangered or threatened species, or their critical habitat. Therefore, formal consultation under Section 7 of the Endangered Species Act does not appear to be required at this time. However, the Corps has preliminarily determined the proposed project may affect federally listed species, which would require informal consultation to ensure the proposed permit action would be in full compliance with the Endangered Species Act.

**Essential Fish Habitat:** In accordance with the 1996 amendments to the Magnuson-Stevens Fishery Conservation and Management Act (MSA), of the fish species managed under the MSA, four pelagic and 15 groundfish (demersal) species are found in the Los Angeles Harbor and are assumed to occur in the study area (see Table 3.3-2 in the Draft EIS/EIR, or Table 1 in the Essential Fish Habitat Assessment, which is Appendix E.9 in the Draft EIS/EIR). The proposed Project is located within an area designated as EFH for two fishery management plans (FMP), the Coastal Pelagics and Pacific Groundfish FMPs (NMFS 1997). Four of the five species in the Coastal Pelagics FMP are well represented in the proposed project area. In particular, the northern anchovy is the most abundant species in Los Angeles Harbor, representing more than 80% of the fish caught (MEC 1988; MEC 1999), and larvae of the species are also a common component of the ichthyoplankton (MEC 1988). It is generally held that this species spawns outside the harbor. There is a commercial bait fishery for northern anchovy in the Outer Los Angeles Harbor. The Pacific sardine is currently one of the most common species in the harbor, ranking second behind northern anchovy at some locations (MEC 1988). This species is not known to spawn in the harbor. Sardines are also a component of the commercial bait fish harvest in the harbor. Both sardines and northern anchovies are important forage for piscivorous fish. The two other coastal pelagic species, the Pacific and jack mackerels, are common but not overly abundant as adults in the harbor. The Pacific mackerel's main forage fish in the harbor is very likely northern anchovy.

Of the species present from the Pacific Groundfish FMP, only two—the olive rockfish and the scorpionfish—can be considered common in the harbor. The olive rockfish has been found largely as juveniles associated with the kelp growing along the inner edge of the Federal Breakwater (MEC 1988). The scorpion fish is not a major component of the fish present in the harbor (MEC 1988) but may be under-represented in the catch due to its nocturnal habits.

This notice initiates the EFH consultation requirements of the Magnuson-Stevens Fishery Conservation and Management Act. As more fully discussed in the project's Essential Fish Habitat (see Appendix E.9 in the Draft EIS/EIR), substantial reductions in managed fish species or EFH are not expected. The proposed activities would temporarily impact areas designated as EFH due to periodic, short-term excavation and dredging, and construction/repair/ modification/replacement of various in-water and over-water structures, as well as potential disposal actions at LA-2 or LA3 or approved in-harbor disposal sites should they become available. Most project impacts would be short-lived and would not substantially impact existing biotic resources. Temporary impact types anticipated include increases in noise, turbidity, vibration, and lighting. Fuel spills during construction are also possible, but would be expected to be small in scale and affecting few biological resources. Invasive species could also be introduced (e.g., ballast water exchange, hull fouling) during construction, but there is no proven technology that currently exists that could totally prevent introductions via vessel hulls, equipment, or ballast water. While the proposed project includes the construction of over-water structures (e.g., promenade and wharves) and a small amount of conversion of soft bottom to hard substrate habitat, the project would result in a net increase of approximately 7 acres of open water habitat within the project area by creating three new harbors and uncovering water areas occupied by docks and other structures. While new docks and other structures, including the promenade, would be added that would shade aquatic habitat, the proposed project would result in a net increase in uncovered open water of approximately 1.5 acres. Overall, the proposed activity may adversely affect but would not have a substantial adverse impact on EFH or federally managed fisheries in California waters. The Corps will continue consulting with the National Marine Fisheries Service during the EIS/EIR process to come to a final determination relative to project impacts and the need for mitigation measures.

#### **State Action:**

LAHD is proposing to construct and develop the San Pedro Waterfront Project. The primary purpose of this Draft EIS/EIR is to identify the significant environmental effects of the proposed Project so that the

decision makers can consider them as part of the proposed Project approval process. Also, LAHD would use this EIS/EIR to support permit applications and other actions required to implement the selected San Pedro Waterfront Project or alternative.

Pursuant to the California Environmental Quality Act (CEQA), the Port will serve as Lead Agency for the preparation of an EIR for its consideration of development approvals within its jurisdiction. The Port prepared a Notice of Completion, in accordance with current City of Los Angeles Guidelines for the Implementation of the California Environmental Quality Act (CEQA) of the 1970, (Article I); the State CEQA Guideline, (Title 14, California Code of Regulations); and the California Public Resources Code, (Section 21000, et seq.).

Interested parties are invited to provide their views on the Draft EIS/EIR.

**Public comments should be submitted by December 8, 2008.**

## **SUPPLEMENTARY INFORMATION:**

### **Purpose and Need:**

NEPA and CEQA respectively require the preparation of an EIS and EIR for actions that could significantly affect the environment. Actions subject to NEPA and CEQA requirements include projects sponsored by a governmental agency and the approval of projects over which the governmental agency has discretionary authority.

The purpose of the Draft EIS/EIR is to identify the significant impacts of the proposed Project and the Project alternatives, to inform decision makers and the public of reasonable alternatives to the proposed Project (that would avoid or minimize significant impacts or enhance the quality of the human environment), and to indicate the manner in which significant effects can be avoided or mitigated. The USACE will serve as the federal Lead Agency in accordance with NEPA, and the Port of Los Angeles (Port) will serve as the state Lead Agency under CEQA.

### **Project Description:**

**Project Location:** The project area comprises approximately 400 acres along the western boundary of the Port, adjacent to the community of San Pedro. The proposed project boundaries generally encompass the land and water areas between Los Angeles Harbor's Main Channel to the east and Harbor Boulevard to the west, and from Vincent Thomas Bridge southward toward Inner Cabrillo Beach.

The proposed project site contains a variety of natural and developed land uses between the Vincent Thomas Bridge and Inner Cabrillo Beach that are characteristic of current and former Port-related activities. In the northernmost portion of the project site at Berth 96 is Catalina Express, a ferry company that serves customers traveling to Catalina Island off the coast of California. Berths 87–93 are currently used by the World Cruise Center (Cruise Center), which has been active at the Port for over 40 years. Adjacent to the Cruise Center along Harbor Boulevard near Swinford Street are the new fanfare fountains and water features, which were part of the Waterfront Gateway Development project that was approved in 2005. South of the Cruise Center are a variety of land and water uses. Anchored by the Los Angeles Maritime Museum, other existing land and water uses within the proposed project area between 3<sup>rd</sup> and 6<sup>th</sup> Streets are tug vessel services (Crowley Marine Services, Inc.), Fire Station #112, the temporary location for the Ralph J. Scott historic fireboat, the Los Angeles Maritime Institute's TopSail Program, the Los

Angeles Maritime Museum, the Port dock with four Port Police boats, two survey boats, the Angelena II (Port-owned vessel), and John S. Gibson Jr. Park, both located along the east side of Harbor Boulevard between 5<sup>th</sup> and 6<sup>th</sup> Streets.

One of the main attractions of the proposed project area is Ports O'Call Village, located between the harbor's Main Channel and Sampson Way from Berths 75 to 83. Ports O'Call Village is a faux New England fishing village that was established in 1963. This approximately 10-acre commercial/retail complex contains approximately 150,000 square feet of restaurant and retail space. At the southern end of Ports O'Call is the Jankovich fueling station at Berth 74. Just south of Ports O'Call Village, in the Southern Pacific Slip (SP Slip), is an active commercial fishing fleet. Westway Terminal is currently located within the proposed project area at Berths 70–71, on Signal Street. Just south of the Westway Terminal are the Port of Los Angeles Pilot Station and Warehouse No. 1. Warehouse No. 1 is listed on the National Register of Historic Places, and is currently used by LAHD and the Crescent Warehouse Company for warehouse storage and periodically for filming.

The recreational area from 22<sup>nd</sup> Street Landing to Via Cabrillo Way Marina contains restaurants, a sportfishing landing, marinas, maritime-related shops and offices, a hotel, and yacht clubs. The area provides marina berths for various sizes of private pleasure craft. Beyond the Cabrillo Way Marina at the end of Miner Street are the existing Fire Station #110 and the former San Pedro Boat Works. Also, Berths 45–50 are currently used by Pasha for break/bulk operations. Beyond Via Cabrillo Way Marina, extending to the south along the east side of Shoshonean Drive, are the Cabrillo Beach Youth Camp and the Salinas de San Pedro Saltwater Marsh.

At the terminus of the proposed project area is Inner Cabrillo Beach, which is a public recreation area used for swimming and other beach activities, operated pursuant to agreements with the Los Angeles Department of Recreation and Parks. This area also features a public boat launch and the Cabrillo Marine Aquarium. The aquarium is used for educational purposes and frequently hosts large school groups.

The Port of Los Angeles Waterfront Red Car Line (Waterfront Red Car Line), a restored excursion trolley system, opened in July of 2003 and currently extends along a 1.5-mile route adjacent to Harbor Boulevard through portions of the project area. Figure 2 shows proposed project.

### **Project Elements:**

The proposed Project involves a variety of land uses within the project area, including public waterfront and open space areas, commercial development, transportation and parking facilities, and expanded cruise ship facilities and operations. The proposed Project would redevelop the San Pedro Waterfront area for increased public access and to provide connections between the waterfront area and the San Pedro Community. The proposed Project includes the development of three new harbors, as well as new public open spaces that consist of promenade areas, plazas, parks, and landscape and hardscape areas (Figure 2). Table 1 includes information on the amount of cut and fill associated with different proposed Project elements.

Major elements of the proposed Project include the following:

- **Promenade, Harbors, and Open Space:**

- *Waterfront Promenade:* The proposed Project would feature a continuous promenade measuring approximately 30 feet wide along the west side of the Main Channel through the project area.

- *New Harbor Cuts*: The proposed Project includes the development of three new harbors (i.e., the North Harbor, Downtown Harbor, and 7<sup>th</sup> Street Harbor). The construction of the new harbors would require excavation and dredging to create the approximately 7 acres of new surface water; with cleaner dredged material to be disposed of at a designated ocean disposal site (LA-2/LA-3), and unsuitable material to be disposed of at an approved upland site. In-harbor sites, if any become available, would also be considered for material reuse or disposal.
- *7<sup>th</sup> Street Pier*: The 7<sup>th</sup> Street Pier would be the public dock for short-term berthing of visiting vessels and would be located within the 7<sup>th</sup> Street Harbor, adjacent to the Los Angeles Maritime Museum.
- *Town Square*: The Town Square would comprise approximately 0.79 acre in front of the historic San Pedro Municipal Ferry Building (existing Los Angeles Maritime Museum) at the foot of 6<sup>th</sup> Street and would incorporate a portion of the downtown promenade
- *Downtown Civic Fountain*: The Downtown Civic Fountain would be adjacent to the Town Square. The water feature would be designed to complement the civic setting of the adjacent San Pedro City Hall Building and the Town Square, and simulate the extension of the 7<sup>th</sup> Street Harbor to the San Pedro City Hall Building.
- *John S. Gibson Jr. Park*: John S. Gibson Jr. Park is an existing 1.61-acre park located south of the 5<sup>th</sup> Street green. The proposed Project would maintain the existing memorials at the park and enhance their surroundings to highlight their historical and cultural significance with improved hardscape, landscaping, lighting, and interpretive signage elements.
- *Fishermen's Park*: The proposed Fishermen's Park would encompass approximately 3 acres within Ports O'Call
- *Outer Harbor Park*: The proposed Outer Harbor Park would encompass approximately 6 acres at the Outer Harbor and would be designed as an integral feature and complementary to the secure operations of the proposed Outer Harbor Cruise Terminals
- *San Pedro Park*: The proposed San Pedro Park would encompass 18 acres located north of 22<sup>nd</sup> Street, south of Crescent Avenue, and west of Sampson Way.
- *Warehouses Nos. 9 and 10* and associated backland area would be adapted for low-intensity community-serving commercial or educational reuse that would be incorporated as an integral element of, San Pedro Park.
- **New Development, Redevelopment, Cultural Attractions, and Modifications to Existing Tenants, including development of the new cruise terminals:**
  - *Cruise Terminals*: The proposed Project would include upgrading Berths 45–47 including construction of a terminal for use as a cruise ship berth, and the construction of a new cruise ship berth and terminal at Berths 49–50 in the Outer Harbor.
  - *Cruise Terminal Parking*: The proposed upgrades to Berths 45–47 including terminal construction, the construction of a new cruise berth and terminal facility at Berths 49–50 in the Outer Harbor, and projected increases in ship calls and passengers at Berths 91–93 would require additional parking facilities. The parking for the combined cruise ship facilities would be located in the Inner Harbor and Outer Harbor.
  - *Ports O'Call Redevelopment*: The proposed Project would provide opportunities for redevelopment, as well as new commercial development, within Ports O'Call Village. The redevelopment and additional development at Ports O'Call would require an increase



in parking spaces. Parking would be provided at a number of locations within the Port and near Ports O'Call.

- *Tug Operations*: The proposed Project includes lease renewals and the construction of two new 10,000-square-foot buildings around the North Harbor for both Crowley and Millennium. Dispatching of tugs varies from day to day, and the impacts associated with tugboat operations are or will be accounted for in the respective projects that utilize tugboats.
  - *Los Angeles Maritime Institute (LAMI)*: The proposed Project would include a new lease and the reuse of the Crowley Building in the Downtown Harbor area for LAMI.
  - *Berth 240 Fueling Station*: A new fueling station would be developed at Berth 240 on Terminal Island (i.e., along the east side of the Main Channel).
  - *Catalina Express Terminal and SS Lane Victory*: The proposed Project would include the permanent relocation of the Catalina Express Terminal berthing facilities from Berths 95–96 to the existing location of the S.S. Lane Victory at Berth 94. S.S. Lane Victory would be relocated to the North Harbor water cut.
- **Transportation Improvements:**
    - *Sampson Way* would be expanded to two lanes in each direction and curve near the Municipal Fish Market to meet with 22<sup>nd</sup> Street in its westward alignment east of Miner Street. The proposed Project would also include an enhanced four-way intersection at Sampson Way and 7<sup>th</sup> Street to provide improved access to and along the waterfront.
    - *Harbor Boulevard* would remain in place at its current capacity with two lanes in each direction. Landscaping and hardscape improvements are proposed along the east side and west side of Harbor Boulevard south of 7<sup>th</sup> Street, as well as in the median of Harbor Boulevard starting at the Swinford Street intersection, and would extend south to 22<sup>nd</sup> Street.
    - *The Waterfront Red Car Line* would be extended from its existing terminus near the intersection of Harbor Boulevard and Miner Street and 22<sup>nd</sup> Street to City Dock No. 1 (adjacent to Warehouse No. 1), to the Outer Harbor along Miner Street, and to Inner Cabrillo Beach along Shoshonean Road.

### **Alternatives:**

NEPA (40 *Code of Federal Regulations* [CFR] 1502.14[a]) and CEQA Guidelines Section 15126.6, respectively, require that an EIS and an EIR describe a range of reasonable alternatives to the project, or to the location of the project that could feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any significant environmental impacts while substantially attaining the basic objectives of the project. The EIS/EIR should compare merits of the alternatives and determine an environmentally superior alternative.

Eleven alternatives (including the proposed Project) were considered during preparation of this Draft EIS/EIR, which included alternative terminal configurations and alternative terminal locations, as follows:

1. No Project Alternative
2. Alternative Development Scenario 1 (3 Cruise Berths Total: 2 Inner Harbor 1 Outer Harbor)
3. Alternative Development Scenario 2 (4 Cruise Berths Total: 2 Inner Harbor 1 Outer Harbor)
4. Alternative Development Scenario 3, Reduced Project (3 Cruise Berths Total: 2 Inner Harbor 1 Outer Harbor; Reduced Development of Ports O' Call: Redevelop existing 150,000 sf and add 37,500 sf of new)
5. Alternative Development Scenario 4 (3 Cruise Berths Total: All located in the Inner Harbor)
6. No-Federal-Action Alternative
7. No-Project Alternative
8. Cruise Ship Berth at Berths 66–67 (South of Warehouse No. 1),
9. Alternative Cruise Ship Berth at Berths 69–72 (Westway Terminal)
10. Alternative Cruise Ship Berth at Berths 75–79 (Ports O'Call)

Of the alternatives considered, three (numbers 8-10) were considered but eliminated from further consideration and seven (numbers 1-7) are carried forward and evaluated in the Draft EIS/EIR.

#### **Availability of the Draft EIS/EIR**

The Draft EIS/EIR for the proposed Project is being distributed directly to agencies, organizations, and interested groups and persons for comment during a 75-day review period, although only 45 days are required to comply with Section 15087 of the State CEQA Guidelines and 40 CFR Section 1506.10 of the CEQ NEPA Regulations. During the public review period, which begins on September 22, 2008 and ends on December 8, 2008, the Draft EIS/EIR is available for general public review at the following locations:

Port of Los Angeles  
Environmental Management Division  
425 South Palos Verdes Street  
San Pedro, CA 90731

Los Angeles Public Library  
Central Branch  
630 West 5<sup>th</sup> Street  
Los Angeles, CA 90071

Los Angeles Public Library  
San Pedro Branch  
921 South Gaffey Street  
San Pedro, CA 90731

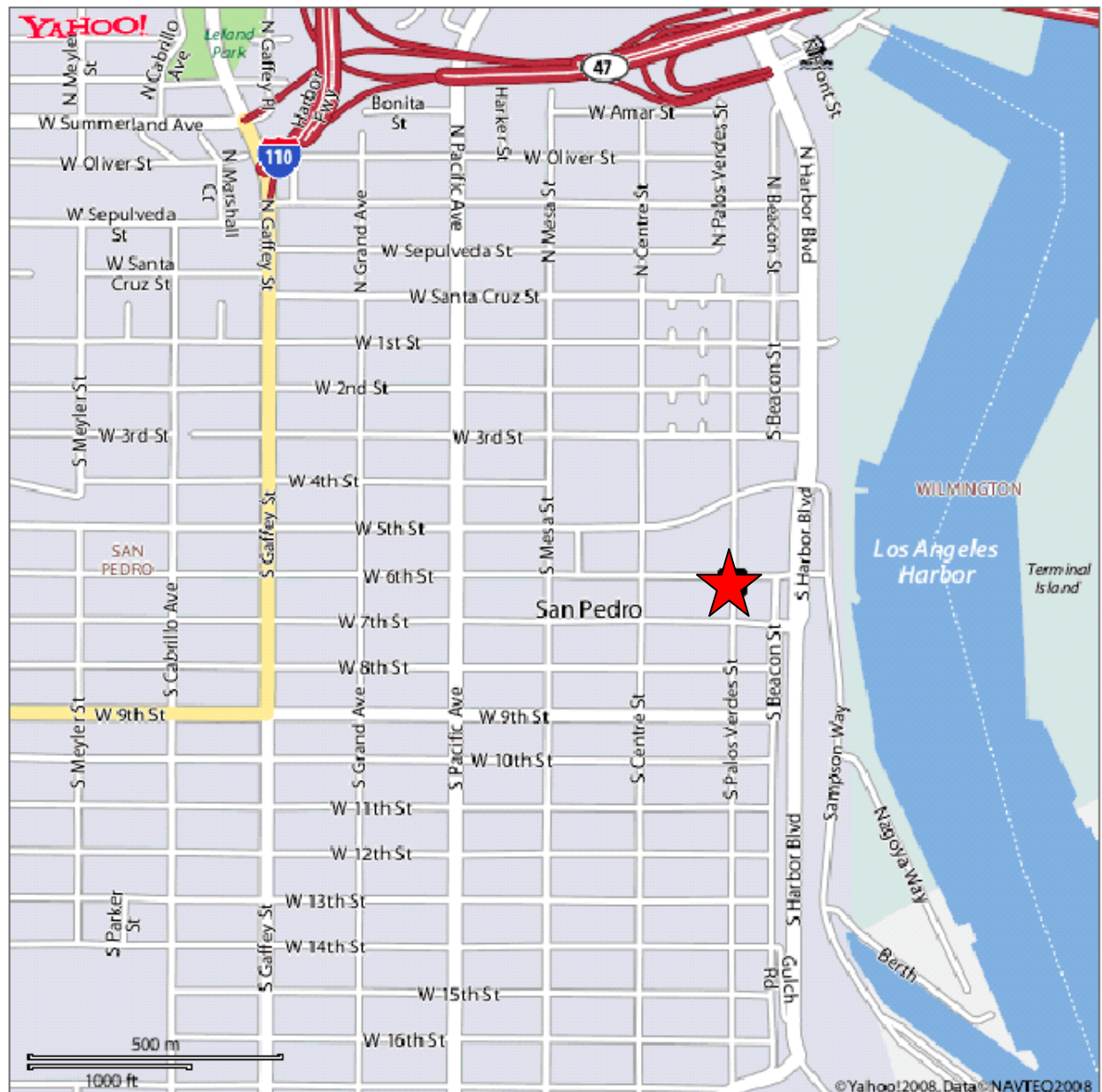
Los Angeles Public Library  
Wilmington Branch  
1300 North Avalon Boulevard  
Wilmington, CA 90744

In addition to printed copies of the Draft EIS/EIR, members of the public can request a compact disc (CD) that contains the Draft EIS/EIR. The Draft EIS/EIR is also available on the Port of Los Angeles website at [www.portoflosangeles.org](http://www.portoflosangeles.org). The executive summary has been translated into Spanish and is available to the public on the Port of Los Angeles website as well. To request either a CD-ROM or a Spanish translation of the executive summary, please call the Environmental Management Division at (310) 732-3675.

**Figure 1: Crowne Plaza Hotel**

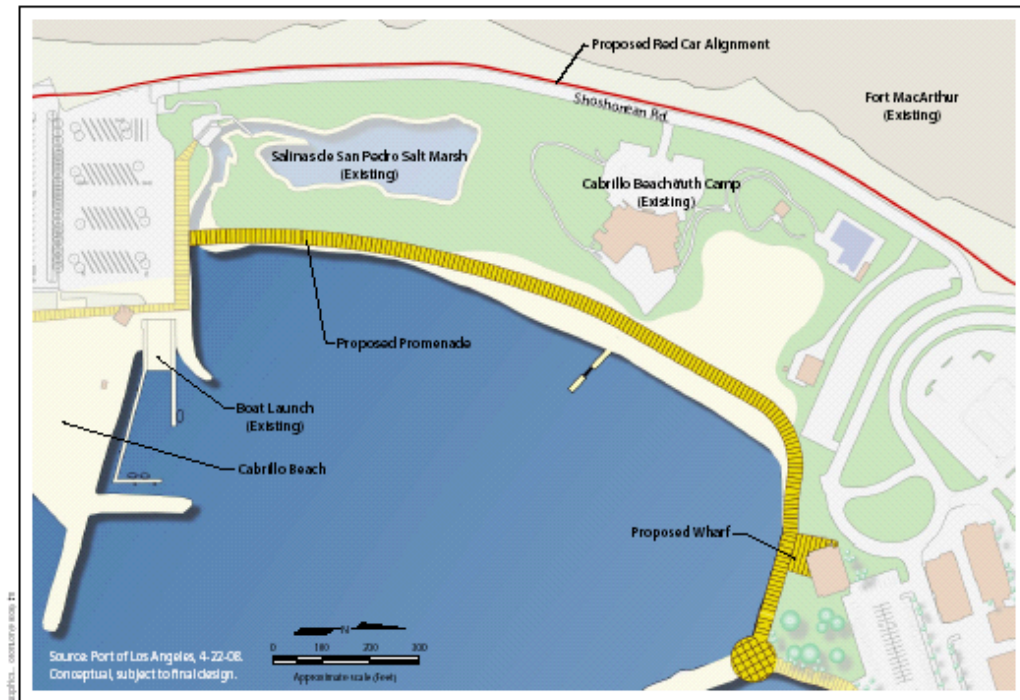
Crowne Plaza Hotel  
601 S. Palos Verdes St.  
San Pedro CA 90731

The Crowne Plaza is Located on Palos Vedes Street between 6<sup>th</sup> and 7<sup>th</sup> Street in San Pedro.

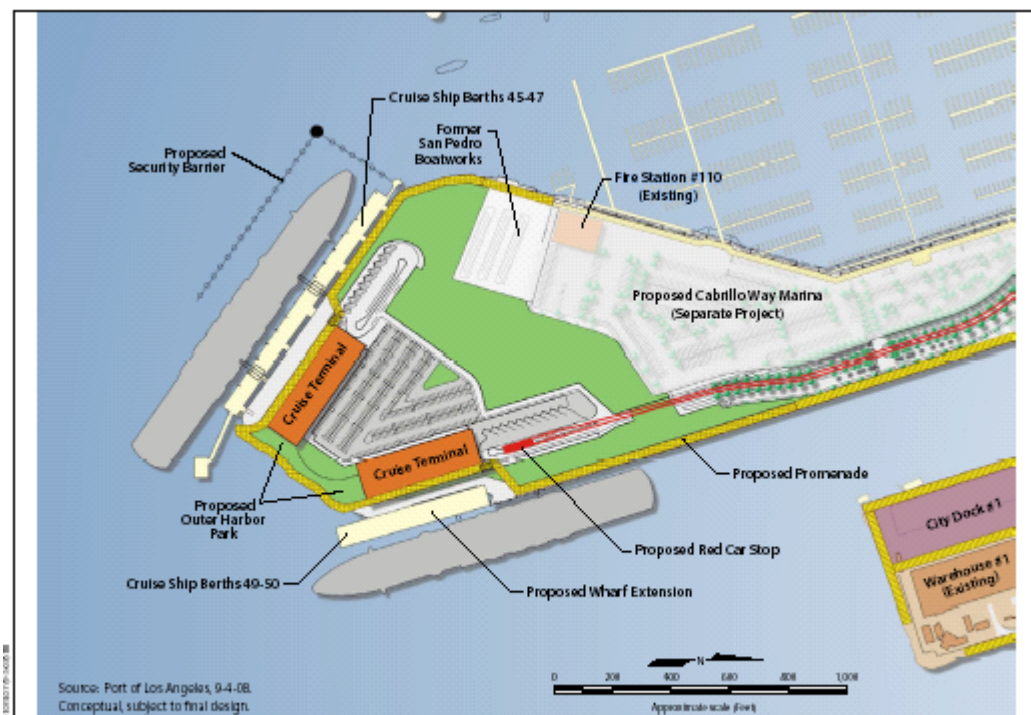








**Figure 2A: Salt Marsh and Cabrillo Beach Youth Camp**



**Figure 2B: Outer Harbor Cruise Terminal and Park**

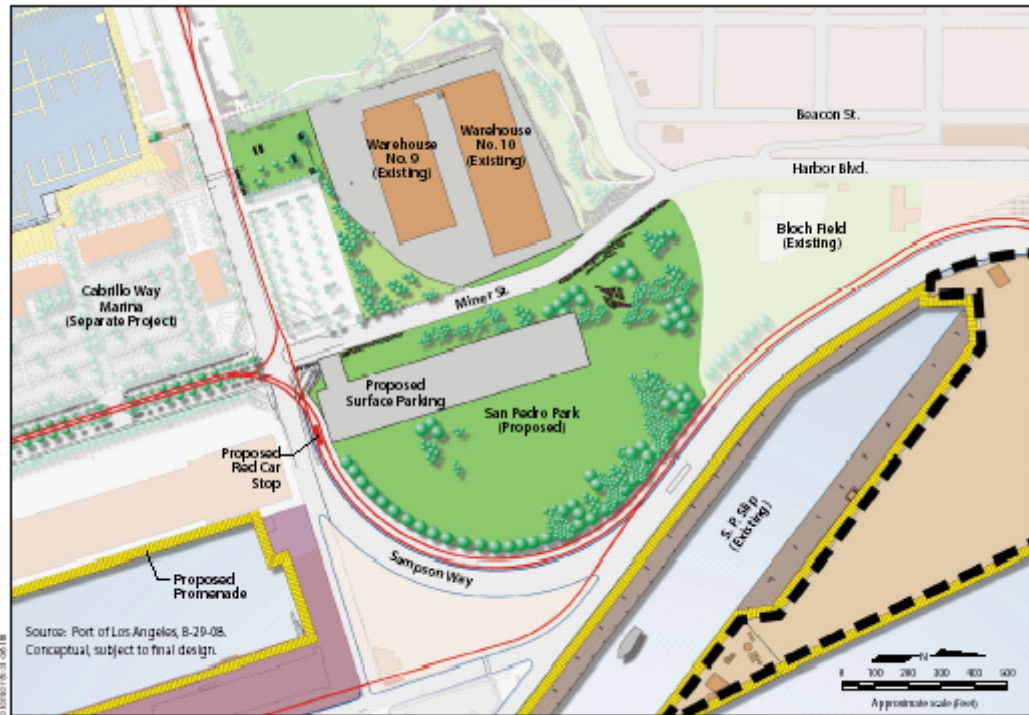


Figure 2C: San Pedro Park

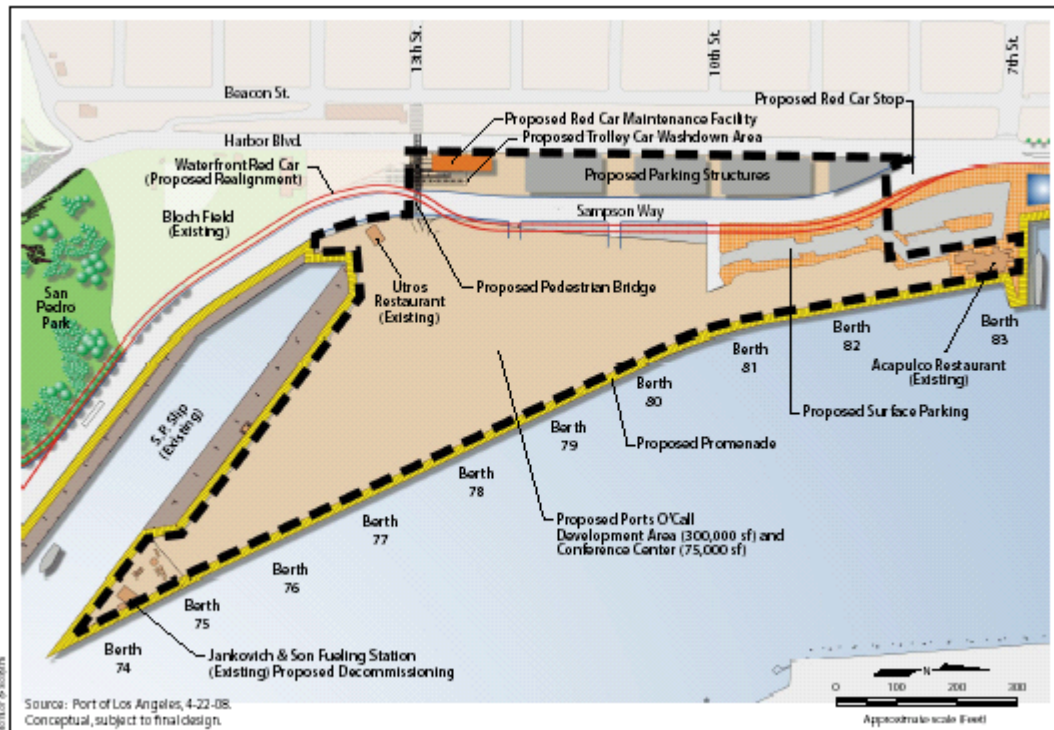
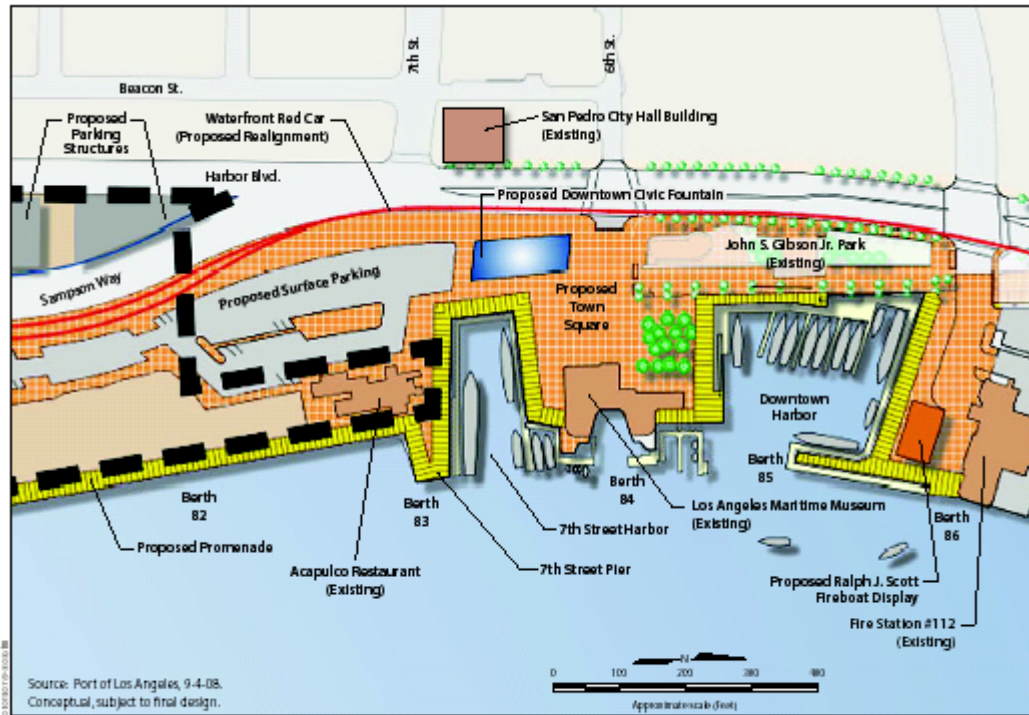
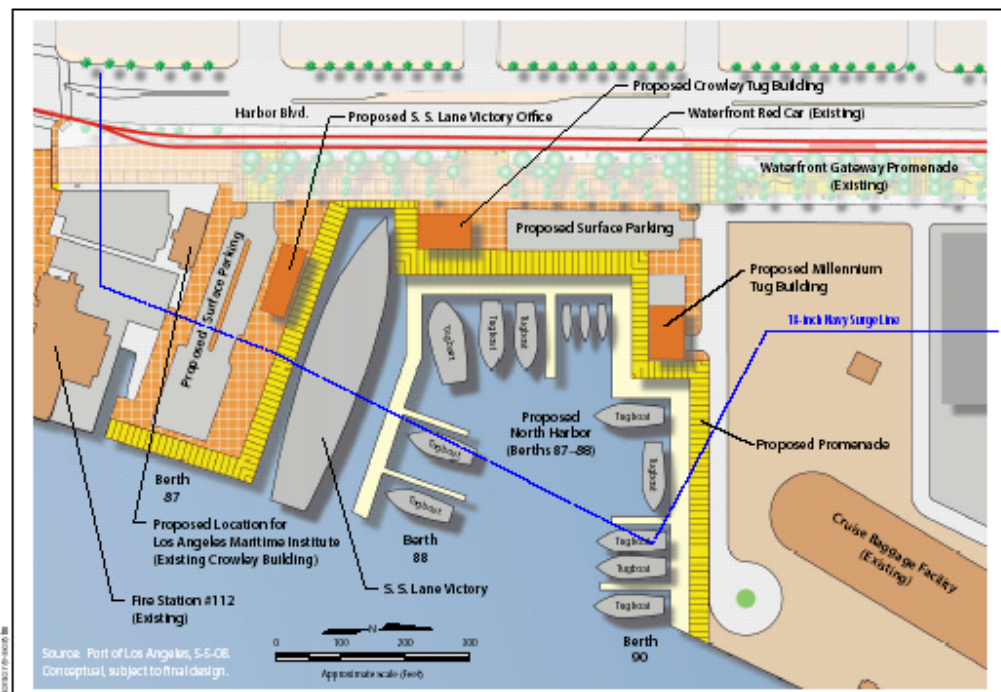


Figure 2D: Ports of Call and SP Slip





**Figure 2E: Downtown Harbor**



**Figure 2F: North Harbor**

**Table 1: Project elements affecting waters of the U.S.**

Project Elements	Quantity of Dredge / Covered Water Area				
	square feet	acres	cubic yards	# of piles	linear feet
<b>North Harbor</b>					
Total cut volume (potential Section 103 permitting)			442,000		
Cut volume below +4.8 ft MLLW			257,000		
Water cut area (below +4.8' MLLW) created	217,800	5.0			
Existing marine-side structures demolished - wharf	34,800	0.8			
New marine-side structures constructed - wharf	0	0.0			
New marine-side structures constructed - floating docks	25,200	0.6			
<b>Net Open Water Area *</b>	<b>+9,600</b>	<b>+0.2</b>			
# of new piles				+140	
# of piles removed				-180	
New bulkhead					1,600
<b>Downtown Harbor</b>					
Total cut volume (potential Section 103 permitting)			137,000		
Cut volume below +4.8 ft MLLW			85,000		
Water cut area (below +4.8' MLLW) created	65,300	1.5			
Existing marine-side structures demolished - wharf	1,600	0.0			
New marine-side structures constructed - plaza	7,800	0.2			
New marine-side structures constructed - floating docks	27,100	0.6			
<b>Net Open Water Area *</b>	<b>-33,300</b>	<b>-0.8</b>			
# of new piles				+35	
# of piles removed				-20	
New bulkhead					770
<b>7th St. Harbor</b>					
Total cut volume (potential Section 103 permitting)			26,000		
Cut volume below +4.8 ft MLLW			22,000		
Water cut area (below +4.8' MLLW) created	14,000	0.3			
Existing marine-side structures demolished - floating docks	2,400	0.1			
New marine-side structures constructed - floating docks	9,500	0.2			
<b>Net Open Water Area *</b>	<b>-7,100</b>	<b>-0.2</b>			
# of new piles				+25	
New bulkhead					430
<b>7th St. Pier</b>					
Existing marine-side structures demolished - floating docks	5,400	0.1			
New marine-side structures constructed - pier	5,800	0.1			
<b>Net Open Water Area</b>	<b>-400</b>	<b>0.0</b>			
# of new piles				+50	
<b>POC Promenade</b>					
Existing marine-side structures demolished - floating docks	53,500	1.2			
Existing marine-side structures demolished - wharf/deck	36,400	0.8			
New marine-side structures constructed - floating docks	14,300	0.3			
New marine-side structures constructed - promenade	58,900	1.4			
New marine-side structures constructed - B.78 deck	10,500	0.2			
<b>Net Open Water Area</b>	<b>+6,200</b>	<b>+0.1</b>			
# of new piles for promenade and floating docks				+420	
# of piles removed				-560	
# of new piles for Berth 78 deck				+30	
New bulkhead					150
<b>City Dock No.1 Promenade</b>					
Existing marine-side structures demolished - floating docks	0	0.0			
New marine-side structures constructed - promenade	66,600	1.5			
<b>Net Open Water Area</b>	<b>-66,600</b>	<b>-1.5</b>			
# of new piles				+340	
<b>Boy Scout Camp Promenade</b>					
Existing marine-side structures demolished - pier	0	0.0			
New marine-side structures constructed - promenade covering water area (below +4.8 ft MLLW)	4,500	0.1			
<b>Net Open Water Area</b>	<b>-4,500</b>	<b>-0.1</b>			
# of new piles				+20	



Project Elements	Quantity of Dredge / Covered Water Area				
	square feet	acres	cubic yards	# of piles	linear feet
<b>Salt Marsh Promenade</b>					
Existing marine-side structures demolished	0	0.0			
New marine-side structures constructed - promenade covering marsh	27,000	0.6			
<b>Net Open Water Area</b>	<b>-27,000</b>	<b>-0.6</b>			
# of new piles				+90	
<b>Catalina Express</b>					
Existing marine-side structures demolished - floating docks	0	0.0			
New marine-side structures constructed - floating docks	8,800	0.2			
<b>Net Open Water Area</b>	<b>-8,800</b>	<b>-0.2</b>			
# of new piles				+45	
<b>Berth 240 Boat Fueling Facility</b>					
Existing marine-side structures demolished - wharfs	0	0.0			
New marine-side structures constructed - wharfs/piers	0	0.0			
New marine-side structures constructed - floating docks	6,400	0.1			
<b>Net Open Water Area</b>	<b>-6,400</b>	<b>-0.1</b>			
# of new piles				+45	
<b>Cruise Ship Berths 45-47</b>					
Existing marine-side structures demolished - floating docks (catwalk)	1,900	0.0			
New marine-side structures constructed - wharf	40,100	0.9			
New marine-side structures constructed - floating docks (catwalk)	2,200	0.1			
<b>Net Open Water Area</b>	<b>-40,400</b>	<b>-0.9</b>			
# of new piles				+290	
<b>Cruise Ship Berths 49-50</b>					
Existing marine-side structures demolished - wharf	0	0.0			
New marine-side structures constructed - wharf	51,900	1.2			
<b>Net Open Water Area</b>	<b>-51,900</b>	<b>-1.2</b>			
# of new piles				+220	
<b>Summary</b>					
<b>Total cut volume</b>			605,000		
<b>Cut volume below +4.8 ft MLLW</b>			364,000		
<b>Total Water Area (above +4.8' MLLW) Created By Water Cuts</b>	297,100	6.8			
<b>Total Water Area Uncovered By Demolition of Docks, Wharfs, Piers</b>	136,000	3.1			
<b>Total Water Area Covered By Construction of Docks, Wharfs, Piers, Promenade</b>	366,600	8.4			
<b>Net Water Area Created/Uncovered (+) or Shaded (-)</b>	<b>+66,500</b>	<b>+1.5</b>			
<b>Net Number of Piles Added (+) or Removed (-)</b>				+990	
<b>Notes:</b> MLLW = Mean Lower Low Water +4.8 feet MLLW represents the Mean High Water Line for L.A. Harbor, based on NOAA National Ocean Service. * Assumes new open water area is <u>not</u> decreased by installation of rock slope protection, since rock would not decrease subtidal area footprint, is underneath new structures in most areas, and does provide subtidal habitat area. ** The Berth 78 mudflat coverage is 7,640 sf (0.175 acres).					

**In addition to the above elements, the proposed Project also includes expansion and enhancement activities that would result in additional impacts to Salinas de San Pedro Salt Marsh, as discussed in the Draft EIS/EIR.**